

NO APPEASEMENT OF CHINA ON INTELLECTUAL PROPERTY RIGHTS ISSUES

(Mr. DEFAZIO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DEFAZIO. Mr. Speaker, once again the U.S. trade negotiators have taken a page out of history. For the second time in 16 months, we have threatened sanctions to stop the outright piracy of more than \$2.3 billion a year in intellectual property rights, software, and CDs from the United States of America. Remember, this is the most unfair trading nation on Earth, with the most protectionist trade policies, as identified by even the World Bank.

They are going to run a \$41 billion trade surplus with the United States this year. That means we are going to export 800,000 jobs to China because we do not have the guts to stand up to their unfair trade practices. But even worse is the piracy, outright theft and piracy, violating all international standards, \$2.3 billion. Where are our negotiators? They finally got tough. They threatened trade sanctions. We were going to retaliate. They negotiated past the deadline. Then, in an all too familiar pattern, they entered into nothing but another meaningless face-saving agreement where the Chinese will continue their piracy and we will continue occasionally to bellow and huff and puff. They took a page out of history, but unfortunately, the page was from Neville Chamberlain at Munich: appeasement. Appeasement will not work.

CONGRATULATING SUCCESS OF 51ST WOMEN'S OPEN CHAMPIONSHIP

(Mr. FUNDERBURK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FUNDERBURK. Mr. Speaker, on Sunday, June 2, the 51st U.S. Women's Open Championship was concluded at Pine Needles Lodge and Golf Course in Southern Pines, NC. Annika Sorenstam repeated as champion with a record score of 272, 8 under par, on a golf course considered to be one of the toughest ever on which a U.S. Golf Association event was held. An outstanding job was done by Peggy Kirk Bell, her family, and Pine Needles, and we are justly proud of them.

Mr. Speaker, not only was the 51st Women's Open the most successful in history, but the event raised hundreds of thousands of dollars for the research and detection of breast cancer. I would like to congratulate Peggy Kirk Bell and her family, the U.S. Golf Association, and all those in the 2d District of North Carolina who watched or contributed to the success of the 51st Women's Open. I hope to see the same level of support when Pine Needles

hosts the 56th U.S. Women's Open in the year 2001.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of May 12, 1995, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

INNOVATIVE FINANCING FOR OUR NATION'S BORDER INFRASTRUCTURE NEEDS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California [Mr. FILNER] is recognized for 5 minutes.

Mr. FILNER. Mr. Speaker, I rise today to join Senator BARBARA BOXER in introducing legislation to improve our transportation infrastructure along the United States border with Mexico.

The border area has become a popular campaign stop for those who publicly attack decades of Federal neglect along the border, but who propose few solutions to the problem. Senator BOXER and I have a solution.

This bill would provide critical Federal funding for border improvements without affecting Federal highway assistance to our border States. It will keep our border cities and States from having to absorb the costs of building the roads, bridges, railroads, and highways needed to implement Federal trade policy.

The \$500 million border infrastructure fund which would be established by our legislation would pay for construction and improvements to the area infrastructure. Our bill would also authorize a Federal loan program to reopen what we in San Diego call the jobs train—the San Diego & Arizona Eastern Railroad. With direct rail connections to the east, the Port of San Diego can become the center of commercial activity and we can transform the economy of this entire region.

American investment in roads, highways, airports, seaports, and railroads have been responsible for creating the most advanced and efficient economy in the history of the world. Business leaders and elected officials remain united in the belief that improving our transportation infrastructure is the key to growing our economy.

When Congress approved NAFTA, we all knew that ensuring its success would require that all parties provide the necessary infrastructure to facilitate the flow of trade. We believed that inherent in the passage of this agreement was a commitment to build, repair, and maintain the physical infrastructure needed to implement the agreement; like State Route 905 and the jobs train in San Diego. Although this has not been the case, and the physical needs of the trade treaty still have not been addressed, this bill will make sure that the Federal Government meets this commitment.

As a result of the passage of NAFTA, our country is now taking in increased custom duties, merchandise fees, and revenues from other commerce-related activities. Our proposal would direct that those funds, collected as a result of our increased trade, be reinvested into the roads, bridges, railways, harbors, and airports that support that trade.

My own district has two unfunded NAFTA mandates that our local communities alone cannot address: completion of State Route 905 and revitalization of the San Diego & Arizona Eastern rail line, the jobs train.

State Route 905 serves as the only link connecting the Nation's second busiest southern commercial border crossing to the National Interstate Highway System. This road, however, is currently a four-lane city street. It was not intended to carry the additional border traffic that will soon be coming. And it was never intended to be a tool to implement international trade policy. I know this is also the case in numerous other border crossing communities.

The jobs train rehabilitation would revitalize San Diego's rail link to the eastbound rail lines. Repairing and improving this now abandoned railroad would provide direct access to eastern markets for trade arriving through the Port of San Diego and the United States-Mexico border crossing.

Our cities and States undergo a constant struggle to build and maintain their own infrastructure. They do not have sufficient funds to single-handedly complete projects which support Federal trade policy. Not funding these projects is the worst kind of unfunded mandate. The Federal Government must meet its responsibility.

I encourage my colleagues to join me in this effort to provide this vital infrastructure to help our Nation take full advantage of the new global market.

TRAVELGATE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Mexico [Mr. SCHIFF] is recognized for 5 minutes.

Mr. SCHIFF. Mr. Speaker, I want to take a few minutes to talk about the matter that has been before the Congress and before the public for some time now, that began with the involvement of the White House Travel Office in 1993, and has been known in the media as Travelgate, and has now, through the continuing investigations by the House, brought up the issue of FBI files being sent to the administration in an inappropriate manner.

What I want to make the point of is that it has often been accused that everything that happens in Washington is for political purposes. It would be very naive to suggest that in a Presidential year, particularly, there is not politics on the minds of both sides of both major parties. That is certainly the case.

I want to make the point, since I am vice chairman of the Committee on Government Reform and Oversight which has been handling the greater part of the Travel Office matter and will be handling the FBI files matter this week, that this is not a political venture. In fact, quite the contrary. Our chairman, the gentleman from Pennsylvania [Mr. CLINGER] has consistently tried to put this matter to rest. He has actually tried to close this investigation, but he has been unable to do so because at each juncture new information, questionable information, has come to our attention that has had to be pursued.

I would like to go back to the beginning of this situation. In 1993, the incoming Clinton administration wanted to replace certain employees of the White House who worked at the Travel Office. The Travel Office primarily makes travel arrangements for members of the media to travel with the President of the United States, a very important responsibility to the White House and to the public. These employees have been with the White House, on the whole, for a number of years, but they are not protected by Government civil service or other protections of their job. The administration had every legal right to change them if the administration wanted to do so.

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The administration, however, did not want to say we want to fire these people to put in our own political choices to handle these jobs, because they thought that would look bad. Instead they did something worse. Instead they trumped up a lot of charges against the individuals who worked at the Travel Office and besmirched the reputation of these people who had been devoted public servants under Presidents of both parties for a number of years.

When the smoke finally cleared and when the one criminal charge brought against one of those individuals was resolved by an acquittal, a finding of not guilty, the White House apologized for the handling of that matter. That should have ended it. The White House made a mistake, the White House admitted it made a mistake and apologized and that should have concluded matters. At least that is what our chairman, Chairman CLINGER, expected. But we did have a hearing to determine whether the investigations, the administrative investigations, into that matter were complete.

What did we learn at that first set of hearings? We learned that the White House had withheld documents from the investigators from various agencies who were investigating what happened at the Travel Office. That was not the end of it. When we learned that, we subpoenaed documents from the White House and we received a number of documents including a memorandum which was acknowledged by the then White House administrator that contradicted the explanation that was

given by the White House of how that mistake occurred. The White House had said a mistake was made but it was made by a certain level in the White House management and the people who made the mistake were suitably reprimanded. The problem is the memorandum authored by the person who was in charge of White House activities suggested very strongly that he was ordered by people higher than himself to take that action and he did not do it on his own.

So we have two contradictions right there: First we have a withholding of documents from people who are charged administratively to review what happened in the Travel Office. Then we have, when documents are produced, a contradiction from what the White House said happened to what apparently really happened.

We now have a new development. After we got the documents that contradicted the White House's earlier position, we subpoenaed additional documents. The White House resisted turning those documents over to Congress on the grounds of executive privilege. Executive privilege is most often raised for reasons of national security and that level. I believe there is such a thing as executive privilege. But after the Congress pushed the issue, after our committee voted contempt of Congress citations against individuals involved, numerous other documents have arrived, and that is where we learned that the White House had in its possession numerous FBI files on former Republican officeholders in the White House, including ordinary staff people who did not necessarily hold high positions. These kinds of records did not belong in the White House in the first place and once the White House knew they were there, they should have been sent back immediately, when they were not. Nobody knew about any of this until our committee found this information.

We will hold hearings this week, Mr. Speaker, and I hope these hearings will finally be the end of this matter, but do not count it.

TAXES ON TRAVEL AND TOURISM SHOULD NOT BE INCREASED

The SPEAKER pro tempore (Mr. GOSS). Under a previous order of the House, the gentleman from Wisconsin [Mr. ROTH] is recognized for 5 minutes.

Mr. ROTH. Mr. Speaker, my message today is do not increase taxes on travel and tourism. Travel and tourism is now the second largest industry in America. It employs more people than any other industry in America, and is quickly becoming the largest industry in America and also the largest industry worldwide.

Several weeks ago President Clinton unveiled a new tax plan. This tax plan was a tax credit to be made available to students, college students for a 2-year period. That seems like a good idea. But who does the President want to pick up this tab?

The President has singled out the people who are already paying a stiff and heavy tax. The President has again targeted travel and tourism, people who are so busy at home working, they do not have time to come to Congress to watch all the tax bills that Congress is considering; basically middle-class people who are working hard to pay their taxes, raise their families.

These are the people that are being targeted again. An estimated 50 million people will be targeted under this new tax. Even if the idea is just an election-year ploy, a tax increase on travelers is the wrong step for us to take at this time.

First, travel and tourism brings in huge revenues into every single congressional district in America.

This new tax would also penalize American companies who are seeking new opportunities. Even if these businesses fail to find new customers, they still have to pay the tax.

Finally, a small segment of the population is being singled out to pay an additional tax.

Why would the President want to target travel and tourism? In economic terms, the industry already makes a huge contribution. Travel and tourism is the second largest industry, employing some 14 million American workers.

In 1995, 45 million international visitors came to the United States and they spent \$78 billion here. One of the reasons we had an over 18 percent drop, 18.6, to be exact, in our trade deficit in the month of April was because of foreign visitors. When people come here to the United States and buy products, it is the same as if we take those products, send them overseas and sell them overseas. Tourism is our leading export and it creates a \$20 billion trade surplus.

The industry is also responsible for some \$58 billion in taxes. It does not even include the user fees charged directly to travelers. Because of this industry, every American household pays some \$652 less in taxes. Let me repeat that. Because of the travel and tourism industry, the average American household last year paid \$652 less in taxes than they would have had to pay had it not been for the travel and tourism industry. Clearly travel and tourism is already paying its fair share.

If we do not suffocate the industry with new tax burdens, its future will be even brighter. By 2006 employment in the industry will increase some 50 percent. That means that in the next decade, in the next 10 years, the people that we have employed in travel and tourism, 14 million, will again be half as many, will be to 21 million people if we do not suffocate this industry.

Over the next 10 years, travel and tourism is expected to generate almost \$230 billion in new tax revenues. That is more than a 31 percent increase in tax revenues over the next 10 years.

Mr. Speaker, the President want us to make a choice, but basically we should not have to choose between education and the tourism industry. Both